

June 21, 1985

Dear Manufacturer:

CD-85-08 (LD)

Subject: Revision of Test Request Sheet

As you are well aware, during the peak testing period at EPA, the timeliness of our confirmatory test decisions can greatly affect the timing of your certification program. This letter transmits a revised EPA Test Waiver Sheet which will reduce our review time. This form should be submitted with all emission-data vehicles, running change vehicles, and fuel economy data vehicle packages.

The revision changes "Test Availability Date" to "Date Available to Prep". The new form adds: (1) three options for the sales class of the test vehicle; (2) a box to check if the test vehicle is to be shifted according to a shift indicator light (SIL); (3) an instruction in the comments section to describe any engine or control system changes made to the vehicle; (4) a place for the "certification" emission levels of the vehicle and the applicable emission standards; (5) a place for the NOx emission value from the highway test of the vehicle; and (6) a place to enter the vehicle's coastdown time as a percentage of its target time. Other format changes were made to the sheet that do not alter the required information.

The "Date Available to Prep" is the date the vehicle can be delivered to EPA in time to be prepared for an emission test the following day. For example, if a date which corresponds to a Tuesday is entered, the vehicle will be scheduled to test no earlier than the following Wednesday.

The sales class of the vehicle should be marked accordingly.

In the past, some manufacturers have not marked all the comparable classes of the model types in which the vehicle's data will be used. Therefore, "Check All That Apply" has been added. An example of where more than one comparable class would apply is if the vehicle was to be used to calculate general label values for model types which were in the subcompact, compact, small station wagon, and midsize station wagon comparable classes. In this case, all four boxes should be checked on the form.

The SIL box should be checked if the test vehicle is to be

shifted according to a SIL. If a test vehicle is equipped with a SIL but is not to be shifted according to the SIL, the box should not be checked. Instead, enter a comment stating this fact.

A brief description of any changes to the engine or control systems of the vehicle should be included in the comments. New engine family, increase or decrease in engine size, changes in emission control strategy, etc., are a few examples of the changes that are to be described. Enter a description if you are unsure as to whether or not EPA would consider a particular vehicle change as significant.

The "Cert Levels" are the emission values calculated by adjusting the manufacturer's emission result by its deterioration factor and rounding to the appropriate decimal place (two decimal places for HC, NMHC, and particulates and one decimal place for CO, NOx, and EVAP). If more than one emission test is conducted, the emission values from the last valid emission test should be used in calculating the certification levels. For vehicles with a 50-state sales class, both Federal and California Cert Levels, and standards, should be entered.

You should continue to answer the "Any Rounded Cert Levels Equal Standard" question. In the case where more than one test is conducted, this question should be marked "yes" if the rounded emission levels, with the deterioration factors applied, from any of the valid tests equals the standard.

Enter the NOx emission value from the highway emission test (if more than one test, use the latest valid test); round this value to 2 decimal places.

Divide the coastdown time, obtained from the same highway test, by its targeted coastdown time, multiply the result by 100 and enter the product in the space provided.

The sections entitled "Criteria For Confirmation" and "Disposition" are reserved for EPA use and should not be completed.

If you have any questions about this form, please contact your

certification team.

Sincerely yours,

Thomas M. Ball, Chief
Certification Branch
Certification Division
Office of Mobile Sources

Enclosure

TEST REQUEST SHEET stored as CD8508.PCX

INSTRUCTIONS:

Special Test Instructions

Check boxes for all that apply.

NOTE: Mark the "SIL" box only if the vehicle is to be shifted according to a SIL. If a test vehicle is equipped with a SIL but is not to be shifted according to the SIL, the box should not be checked.

Vehicle Type

Choose one.

Failure(s) at Manufacturer

Check the Y (Yes) box if the vehicle failed any of the applicable standards while in this configuration (this vehicle version) at the manufacturer's laboratory.

Any Rounded Cert Levels Equal Standard

Check the Y (Yes) box if the cert levels (emission or evaporative -results adjusted by the deterioration factor) equals the applicable standard (when rounded to the same number of decimal places as the standard) on any test on this vehicle in this configuration at the manufacturer's laboratory.

Knock-Sensor Equipped

Check the Y (Yes) box if this vehicle has a knock sensor.

Replacement for Failed Vehicle

Check the Y (Yes) box if this vehicle replaces a vehicle which was removed from EPA as a failed vehicle.

Comparable Class

Identify all the comparable classes associated with the model types whose fuel economy will be calculated using this vehicle.

Criteria for Confirmation

Reserved for EPA use.

Disposition

Reserved for EPA use.

Comments

Enter any appropriate comments. Specifically, give a brief description of any significant change made to the vehicle rendering it different from previous years or introduction of technology that was not previously used.

Manufacturer Test Results

List all manufacturer's valid passing FE test results and associated EPA test number. Enter the combined FE number. Enter the cert levels (emission or evaporative results adjusted by the deterioration factor and rounded to the same number of decimal places as the standard) obtained from this vehicle in this configuration at the manufacturer's laboratory and the applicable standards. If more than one emission test is conducted enter the cert levels calculated from the last valid emission test. If the vehicle has a 50-state sales class, enter both Federal and California cert levels and standards.

Enter the NOx emission value from the last valid highway test conducted. From this same highway test, divide the test coastdown time by the target time, multiply the result by 100 and enter the product in the space provided.